

At the Criminal Sessions, yesterday, before His Honour the Chief Justice (Sir

detained, and took the girl to show me where the sampan was, or to try and find it. She took me to Shaukiwan West,

His Lordship: You don't doubt that the girl was ravished?—Prisoner: Yes, by

His Lordship said that it was only right to point out that in the majority of cases, the accused is a young man.

(Other Local News will be found on

— 105 —

[101]

TELEPHONE 346



Our Underwear is very carefully selected, the special weaves are not only porous and consequently cool, but absorbent, thus preventing chills. Call and inspect our samples or we shall be pleased to send them on approval.

(Other Local News will be found on
Page 8.)

NEW ADVERTISEMENTS

COMMERCIAL UNION ASSURANCE COMPANY LIMITED.

FROM this date until further notice Mr. GEORGE HERBERT ELLIOTT has been appointed Assistant Local Manager of the Hongkong Branch of this Company.
W. H. TRENCARD DAVID,
Manager for China.
Hongkong, July 1st, 1919. [936]

TO LET.

FURNISHED at the Peak, No. 4, Stewart Terrace.
Apply—
H. E. POLLOCK,
Supreme Court. [937]

WANTED.

SMALL HOUSE, or HALF-HOUSE, furnished, on the Peak, for seven weeks from middle of July.
Reply stating particulars, rent, accommodation, etc. to—
Box No. 938,
Care of "Daily Press" Office. [938]

AMUSEMENT CONCERN FOR SALE.

Known as
THE LUNA PARK.
A B' MONEY-MAKING PROPOSITION.
Formerly run by Mr. BENIS.

CONSISTING of a Modern Carroussel or Merry-Go-Round to carry Sixty-four persons, including Automatic Organ worked by Electricity, Ocean or Girdling Wave with Organ and Motor, Joy Wheel with Motor and Magneto, Base Ball or Doll Hitting Amusement, Sh. w. Dart Gallery, Laughing Gallery of Quaint Mirrors with Automatic Electrically worked Piano, Shooting Gallery with set of diverse Targets, Punching or Strength Testing Machine, One Marshall and Sons' Steam Engine, two Gasoline Motors and a Cinema Tent.
The Above is to be seen in Singapore and to be sold as a whole for immediate delivery.
Price \$50,000 or nearest Offer.
Offers and Applications for full particulars to be addressed to TAN CHENG KEE & COMPANY, 81, Waterloo Street, Singapore. [939]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BEVARTY".
FROM MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after July 7th, will be subject to sale.
All Claims against the Steamer must be presented to the Underwriter on or before July 14th or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on July 7th, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, July 2nd, 1919. [940]

WANTED.

A Young Lady seeks situation as Office Assistant, thorough knowledge of all kinds of Office work.
Reply to—
"ABC,"
Care of "Daily Press" Office. [934]

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 12 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, POST OFFICE BUILDING.
Applicants will be required to produce Passports or Identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

PALACE HOTEL, KOWLOON.

Corner of Haiphong and Hankow Roads.
Tel. K. 1. Tel. Address: Palace.
TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished, is now up-to-date in every respect, and under English Management.
Culinary under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
FERRIS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY
Proprietor.
[109]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that we have admitted ALFRED DAVID HUMPHREYS as a Partner in our Firm, as from the first day of January, 1919.
W. G. HUMPHREYS & CO.
Hongkong, July 1st, 1919. [930]

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Office to Alexandra Building, 1st floor.
J. GIBBS & COMPANY,
AND
GLOBE FURNISHING & EXPORT CO.
Hongkong, July 1st, 1919. [941]

ROYAL HONGKONG GOLF CLUB.

THE BIG COURSE at FANLING will be CLOSED from THURSDAY, July 3rd, until further notice.
The Nine Hole Relief Course will remain open.
BY ORDER OF THE COMMITTEE.
Hongkong, June 30th, 1919. [933]

TO LET.

NO. 8, MOUNTAIN VIEW, PEAK, 8 Rooms, Furnished or Unfurnished.
Apply to—
LINSTED & DAVIS,
Alexandra Buildings. [918]

TO BE LET FURNISHED.

NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. L. PATTENDEN,
GILMAN & CO., Ltd.,
84, Des Voeux Road Central. [797]

TO LET.

NO. 104, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING
[532]

TO LET.

A FLAT in Nathan Road, Kowloon FURNISHED for 13 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying Room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden.
Possession July 15th.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings. [81]

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"X.Y.Z."
Care of "Daily Press" Office. [744]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned,
will sell by Public Auction, TO-DAY (THURSDAY), July 2nd, 1919,
at 2.15 P.M.,
A QUANTITY OF
MISCELLANEOUS GOODS & EFFECTS
Also
2 Bales Leather.
Terms: Cash on Delivery.
Hongkong, July 1st, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2332.

HAVING been Favoured with instructions from the Mortgagees will sell by Public Auction, on SATURDAY, July 27th, at Noon at 91, Des Voeux Road Central, at THE FAR EAST MOTOR CAR COMPANY.
(9) Nine Motor Cars of different makes and accessories.
Terms:—20% deposit to be paid immediately on the fall of the hammer.
Hongkong, June 28th, 1919. [248]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned,
will sell by Public Auction on SATURDAY, July 27th, at 2.30 P.M.,
at his Sales Room,
HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curious, Clocks, and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboard, Napkins, Table Cloths, Hat Stands and a long line of Sundries.
Terms:—Cash on Delivery.
Hongkong, June 28th, 1919.

INTIMATION

MOSCATINE

REGISTERED

THE ORIGINAL INSECT REPELLER

A few drops sprinkled on the hands, feet, nape of neck or about the room give absolute protection

against

MOSQUITOS, SANDEFLIES

and other insects.

Will not stain or injure the

most delicate skin

50 cts. \$1.00. \$2.50 per bottle

PREPARED ONLY BY

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY,

TEL. 16.

DEATH.

SINGER.—At the Victoria Nursing Home, Shanghai, on June 25th, JULIAN WILLIAM FRANCIS SINGER (Shanghai Tramways), aged 72 years.

Hongkong Office: 104, Des Voeux Road, C. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 25th, 1919.

THE COAL QUESTION.

ALL sections of the Coal Commission are agreed that the system under which the coal-mining industry has been carried on hitherto must be reformed, though they differ widely in regard to the extent to which change is necessary or desirable. Apparently there is general approval of the Chairman's recommendation that a Ministry of Mines should be established, and that it should be assisted by local, district and national councils. The object of the local councils is to enable the workers to utilise their knowledge in advising the manager and to give them an effective voice in matters relating to their own health and safety. The district councils, on which all interests, including those of the consumer, will be equally represented, are designed to prevent the bureaucratic running of the industry. The national council will be charged with the task of superintending the operations of the district councils and of furnishing a standing committee with which the Ministry can confer. As was to be expected, very conflicting views are expressed on the subject of nationalisation. The Chairman advocates that the State should acquire royalties immediately and the mines themselves after an interval of three years, just compensation being awarded to the owners in each instance. Three of the miners' representatives object to the payment of anything but compassionate allowances to small royalty owners who are deprived of their livelihood. The owners, on the other hand, suggest that the difficulties arising from royalties can be removed by the State acquiring ownership of the coal, subject

to a continuance of existing leases for at least sixty years. They oppose nationalisation, however, in any form as detrimental to the development of the industry, and to the economic life of the country, and protest that no action so vitally affecting the whole nation should be taken without first consulting the community.

Those who demand confiscation defend their attitude on the ground that the land is the source of all wealth and was intended by the Creator for the free and equal use of the world's inhabitants. They regard private ownership, therefore, as an outrage upon humanity, and urge that, as it had its origin in the triumph of Right over Might, it should cease without compensation. This line of argument was developed in the cross-examination of landowners and their agents before the Commission. Mr. HODGES, for example, put it to Lord BUTE, that one of the greatest properties that was ever granted to anyone was transferred to his ancestor, Sir WILLIAM HARRIS, who was an executor of the will of HENRY VIII, by EDWARD VI, while a minor between ten and fourteen years of age, and that the transaction was consequently illegal. When Lord BUTE stated that he believed the grant was made in return for services rendered, one of which was raising an army, Mr. HODGES pointed out that the document stated that it was "for quelling rebels in the western part of England," and added: "Don't you think that you or one of your successors might, in turn, have to raise another army to quell another lot of rebels?" Lord BUTE did not reply, and Mr. HODGES proceeded: "It was because there were such indications that this Commission had to begin its sittings." When Lord TRADEGARD said he was aware that a large number of miners had joined the Army but he did not think military service entitled a man to someone else's land, Mr. SMILLIE retorted that many of the landlords in Great Britain claimed that the largest amount of land they possessed was given to their ancestors by kings for service in war. To this Lord TRADEGARD, who has been a naval officer for four and a half years, answered that he could not see why, if it were now considered right to reward with land those who defended the country, he should be deprived of his property because he had served in the war. Lord LONDONDEBRY, also, neatly parried a thrust by stating, when asked if he was entitled to the air over his property as well as to the minerals under it, that this question was being discussed at the moment in Paris. The DUKE of NORTHUMBERLAND elicited the interesting admission from Mr. SMILLIE that he would not be content with anything less than the whole of the land of the country for co-operative purposes.

The contention of the owners is that the coal-mining industry would not be carried on more efficiently and that the conditions of the workmen would not be better under State ownership than they are at present. There is no doubt, we think, that this view will be widely shared by all sections of the community after their experience of Government control during the war. It is significant that Mr. JAMES WALTON, a miner Member of Parliament, declared recently at a meeting of the Industrial Reconstruction Council that he did not think miners were "so terribly struck with the idea of nationalisation as some people made out," and he claimed that a referendum of the men ought to be taken before any move was made in this direction. Nationalisation, he added, would mean standardisation of wages, and personally he would rather sweep the roads than work on such terms. Lord GAINFORD has announced, with the authority of the Mining Association, that if owners are not left with complete executive control they will decline to carry on the industry. Though they regard nationalisation as disastrous to the country they will be driven to nationalisation on fair terms if this be the only alternative to joint control in the management between the owners and the workmen, for they regard such a system as unworkable. Speaking after experience, as President of the Board of Education and as Postmaster-General, Lord GAINFORD is of opinion that some Government department could be run by a limited liability company better than they are by the Government. In civil departments there is no elasticity. The inevitable result of nationalisation, he says, would be to raise the price of coal, with the consequent collapse of many other national

industries dependent on a cheap coal supply. The increased cost for export would lead to a decrease in the quantity exported, which would have a most serious reaction to the prejudice of the shipping trade. It is evident that a very lively battle is likely to be waged over this question. The DUKE of NORTHUMBERLAND, when he appeared before the Commission, made no secret of his intention to do his utmost both in the House of Lords and in the country to oppose any scheme of nationalisation, and after the admission of Mr. SMILLIE referred to above, it is safe to predict that many who might have entertained no particular sympathy with wealthy monopolists will now experience that "fellow feeling" which "makes us wondrous kind." The nation is not in the least likely to countenance any proposal for dispossessing property-owners without fair compensation, however the land may have been obtained in the dim and distant past, and when the cost of this is considered they will probably ask themselves whether the game is worth the candle, and things considered. In this connection it is worthy of note that the DUKE of NORTHUMBERLAND's income was reduced from £82,450 gross to £22,980 net last year owing to taxation, and for the past six years has averaged £53,301.

H.M.S. Kent returned to Hongkong yesterday from Vladivostok.

Mrs. Edward Ezra, of Shanghai, was presented with an artistic piece of statuary in bronze and ivory, on June 25th, by the ladies of her circle of the B.W.W.A.

Mr. G. F. Dumbarton is leaving shortly for Japan to take charge, temporarily, of the Commercial Union Assurance Co.'s interests there. In his absence Mr. G. H. Elliott has been appointed local manager.

Owing to the fact that the Peace thanksgiving service at St. John's Cathedral is to be held on Sunday next the members of the special choir are particularly requested to attend the practice this afternoon at 5 o'clock.

The following cases of communicable diseases were reported in the Colony during Sunday, Monday and Tuesday: Bubonic plague, 8 (6 deaths); enteric fever, 2 (2 deaths). One of the enteric patients was of English nationality.

Amongst those who left for Home on the *Idemoneus*, which sailed on Tuesday, were Capt. H. Brewster, Adjutant of the R.G.A., China Command, and Lieut. H. Torr, of the R.G.A. Both these officers are being demobilised and will return to civil life.

A party of aviators have passed through Shanghai on board the *Nera* on their way to Japan to act as instructors in the aviation branch of the Japanese Army. They speak Japanese, and are said to be Japanese Eurasians who have served in the French Army during the war.

Amongst those who left Hongkong yesterday on the *China* were Dr. H. L. Cumming, who has transferred his practice to Shanghai; Mr. J. J. Gorman, manager of the Pacific Steamship Co.; Mr. L. A. Barton, of Messrs. J. M. Alves & Co.; and Mrs. Barton, on their honeymoon trip; and Mr. Robert Taylor, of the Standard Oil Company's installation at Shamoon, and Mrs. Taylor.

In the British Supreme Court, Shanghai, on June 25th, before Assistant Judge Skinner Turner, Mr. Richard Hope, formerly of the *Hongkong Telegraph* and the *China Press* and now on the *Shanghai Times*, claimed damages for alleged libel from Mr. C. E. Lee, Editor of the *Shanghai Gazette*. The plaintiff succeeded in two out of three counts, and was awarded damages amounting to taels \$1,500.

Information has reached the U.S. State Department that the Peruvian Government has undertaken the construction of a railway line which will make possible transportation between the Pacific and Atlantic coasts across the widest part of South America. With the completion of the railroad goods can be shipped from Callao, on the Pacific, to ports on the Amazon River and transferred then to steamers bound for ports on the Atlantic.

Count Toulouse de Savine, who was charged in the Shanghai Mixed Court with impersonating a Russian General, was discharged on June 25th. The Court, however, ordered that documents found in his possession be detained. A medal and epaulettes which the Count had worn were retained by Assessor Ivanoff. The Count was ordered to apologise to the Russian Consul-General in Shanghai for writing improper letters to the Consul-General.

Mr. James Kerfoot has retired from the service of Messrs. Jardine, Matheson & Co., Ltd., after many years in China, and is returning to England. Mr. Kerfoot was born in 1870, and before he had reached the age of 21 years he was already managing the weaving mills of Messrs. John Leach & Sons, Ltd., Stalybridge, in which there were nearly 3,000 looms. Seven years later he came out to the East, where he has done great work for Great Britain and China.

A military Court of Inquiry has concluded its investigations into the circumstances surrounding the tragic death of Lieut. J. Beardsley, which occurred at Stonecutters' Island on Sunday afternoon. The finding was as follows:—"That the deceased officer met his death as the direct result of a gunshot wound, self-inflicted, during a period of temporary insanity, due to his low state of health." Lieut.-Col. W. H. Pasby was President of the Court.

Shortly after 6 o'clock on the morning of June 25th, the Fire Brigade was called to an outbreak in a cotton godown belonging to the Ewo Cotton Spinning and Weaving Co., Ltd., 48, Yangtze Road, Shanghai. In all about 125 bales of Indian cotton and a number of loose bales were affected by the fire. The contents of the compartment involved were insured for Tls. 10,000, and the total contents of the godown for Tls. 50,000 in companies for whom Messrs. Jardine, Matheson & Co. are the agents.

The trial of Japanese in the recent assault case in the Japanese Court illustrated the Babel of languages with which Court procedure is handicapped in the East (says the *N.Y. Daily News*). The prosecutor, the Captain of the *Jieu*, made his charge through a French English interpreter, who passed it on to an English-Japanese interpreter, who interpreted it to the Japanese police Magistrate. And so back again through the channels of Japanese, Japanese-English, English-French, to French again.

In the U.S.A. Court for China, on June 25th, Charles E. Hedges admitted that while employed as a bill collector for the Shanghai Waterworks Company, on several days between the 13th and 23rd days of June of this year, he embezzled and converted to his own use moneys of about the value of Gold \$302 (U.S. currency), the said moneys being in the form of equivalent of Mex. \$423.50. He was sentenced to a term of imprisonment of 60 days, and fined the equivalent of the amount of money which he was charged with having embezzled.

The American community has completed arrangements for holding a reception at the Hongkong Hotel from 4 to 6 p.m. on July 4th in celebration of the American National holiday. No invitations have been issued, but the committee in charge expresses the hope that social and official Hongkong will see fit to respond to the general invitation extended them. The occasion will be purely informal, and social rather than official. The U.S.S. *Helen* will dress ship and fire the national salute at noon, as usual, and probably will be followed by other warships in the harbour at the time.

Colonel John Ward, M.P., C.B., C.M.G., was to have lectured at the Masonic Hall, Shanghai, on June 27th, on his experiences in Siberia to augment the funds for relief work in that territory. Col. Ward was the first British Commander to land in Siberia, in July last, and he commanded for a short time the *Usuri* front, being awarded the Croix de Guerre by the French for gallantry at the Battle of Krasnovsky in August last. As the first Allied unit, the 25th Middlesex went to Omsk in September and formed the nucleus around which Russian life is now being reconstructed in that region. For his work in this phase of the struggle against Bolshevism, Col. Ward was given the C.B.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

Cyclone or typhoon east of northern Luzon, less than 300 miles distant, moving W.N.W. 12 noon, July 2nd.
Typhoon in about 123 deg. Long E. and 19 deg. Lat. N., moving N.W. 5 p.m., July 3rd.
Typhoon in about 123 deg. Long E. and 20 deg. Lat. N., moving N.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS"]

CHINA AND THE PEACE TREATY.

SHANGHAI, July 2nd.
A mass meeting of Shanghai citizens, held yesterday, attended by over 110,000 persons, decided not to recognise the Paris Treaty.

A NEW POLITICAL PARTY.

A new big political party is being formed in Tientsin named the Chung Hing Party, with a capital of \$10,000,000. It plans to establish branch Societies in all Provinces, and is trying to get Fan Kwok-chong, Chien Nung-fun, Liang Shi-yi, Li Yuan-hung, and other political leaders, as well as leaders in industry, commerce, education, diplomacy and journalism to join.
This Party will also select ten persons to make arrangements with the South-West to upset a certain Northern Party. It expects to accomplish its work within three years, at latest.

INTERNAL PEACE.

The Southern Associate Peace delegates, excepting Hu Hon-mun, met at Tong Shi-yi's residence yesterday morning and discussed what steps should be taken regarding the arrival of the Northern delegates, Vong Yau-ling and Kong Chik-ki.

They decided that no formal negotiations could begin unless the whole Northern Delegation could come to Shanghai. They have telegraphed to Canton and Peking accordingly.

It is reported that the On Fook Club wishes to appoint Tuen Kwei chief Peace Delegates to negotiate peace with Shum Chun-hin.

CHIEN NUNG-FUN AND THE NEW PARLIAMENT.

Since his resignation Chien Nung-fun has been assisting in the movement to upset the new Parliament.
Tien Mun-iti has not left Peking, but he does not attend to his duties in the Ministry or receive guests.
Sien Pao-ki is trying hard to form a Cabinet.

TURKS BLAME THE UNIONISTS FOR THEIR CRIMES.

THE ALLIES' SCATHING RETORT.

HUNGARY AND CZECHO-SLOVAKIA SUSPEND HOSTILITIES.

RECRUDESCENCE OF REVOLTS IN GERMANY.

IMPORTANT LABOUR CONFERENCE AT SOUTHPORT.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE TURKISH CASE ALL BLAME LAID ON THE UNIONISTS.

Paris, June 26th. The Grand Vizier, Damad Ferid, presented the Turkish case to the Council of Ten on June 25th. He disclaimed all responsibility on the part of the Ottoman people for the war, and did not attempt to palliate Turkish misdeeds, at which the world would shudder for ever, but declared that the Unionists, who seized power in 1913, were solely responsible. They massacred Moslems equally with Christians, condemning to death three million Moslems, of whom hundreds of thousands were still wandering shelterless in Asia Minor.

Damad Ferid claimed that the Ottoman people should be judged by their history, and not by a single unfavourable period. He said the trial of the Unionists at Constantinople proved the responsibility of the Unionists, and rehabilitated the Ottoman Empire and nation, which, henceforth, by intensive economic and intellectual culture, would strive to become a useful factor in the League of Nations. He requested the termination of the occupation of Ottoman territories, the maintenance of the *status quo* of the Ottoman Empire, and the creation of a new frontier line through Thrace, securing the defence of Adrianople and Constantinople. Damad Ferid said a fresh dismemberment of the Ottoman Empire would entirely upset the balance of power in the East.

THE ALLIES' CRUSHING REPLY.

The Allied reply, sent on June 25th, points out that Damad Ferid does not attempt to excuse or qualify Turkey's crimes, including massacres, whose calculated atrocity was unprecedented in Turkish history.

The Council does not doubt that the present Government of Turkey, disapproves the policy of its predecessors, on the ground both of expediency and morality, but the nation must be judged by its rulers. The claim for complete territorial restoration was, however, also based on an appeal to Turkey's history.

The Council, while admiring the excellent qualities of the Turkish people, cannot admit that these include capacity to rule alien races. The experiment has been tried too long and too often. Nowhere, in Europe, Asia or Africa, is there a case where the establishment of Turkish rule has not resulted in the diminution of culture, and the lowering of the standard of living.

Nowhere is there a case where the withdrawal of Turkish rule has not resulted in the growth of prosperity and the rise of culture. Everywhere—among the Christians in Europe or the Moslems in Syria, Arabia, and Africa—the Turk has destroyed wherever he conquered. The obvious conclusion is that since Turkey, without the least excuse or provocation, deliberately attacked the Entente Powers and has been defeated, she has imposed on the victors the heavy duty of determining the destiny of the various populations in her heterogeneous Empire.

This duty the Allies desire to carry out in accordance with the wishes and in the permanent interests of the populations themselves.

The Council regrets that Damad Ferid's appeal supposed religious rivalries.

THE PEACE TREATY.

THE GERMAN DELEGATES.

Paris, June 26th. An official message states that three German delegates have been appointed to sign the Treaty—Herrn Muller and Giesberts and another. Four documents will be signed at Versailles. The treaty and protocol will be signed by all concerned; the Rhineland agreement by the five Great Powers and Germany; and the Polish treaty by the Poles, Germans, and five Great Powers.

"THE LAST HARD SACRIFICE."

Berlin, June 26th. It is announced that the Ministers, Herr Muller and Herr Bell, at the unanimous request of the Imperial Government, have decided to sign the Peace Treaty. They state that "under the terrible pressure of national distress and the absolute necessity for finally attaining peace, they were unable to shrink from this last hard sacrifice."

EARLIER CABLES.

DISTURBANCES AT HAMBURG.

Hamburg, June 25th. Martial law has been proclaimed, owing to serious disturbances, in which a number of casualties occurred, arising from food adulteration and Spartacist activity. The Spartacists gained possession of the main railway station, which was re-occupied by the Citizen Guards.

LATER.

INSURGENTS IN COMPLETE CONTROL OF HAMBURG.

A message from Hamburg states that the insurgents are now in complete control of Hamburg, whither Gen. Lettow von Vorbeck has been ordered to proceed, with a strong force, to restore order.

CESSATION OF WORK PROHIBITED.

Berlin, June 25th. Herr Noske, in a decree, prohibits the cessation of work on railways and orders all strikers to resume work by June 25th.

INTERRUPTION ON RAILWAYS.

The traffic on several important lines has ceased owing to the railwaymen's strike, the extent of which is unknown.

FURTHER DISTURBANCES IN BERLIN.

Berlin, June 25th. There were further disturbances yesterday evening in the Moabit quarter. There was machine-gunning last evening on the Alexander Platz.

Three thousand telephone workers have struck work. The offices are occupied by troops.

LATEST CABLES.

SOUTHPORT LABOUR CONFERENCE.

WHY THE FRENCH DELEGATES WERE DETAINED.

London, June 26th. In the House of Commons, at question time, Mr. Shortt said that six of the French delegates to the Southport Conference were detained pending enquiries.

They were, subsequently, allowed to proceed but two preferred to return to France. The detention was due to allegations which it was absolutely impossible to ignore. (Cheers.)

Mr. Green observed that M. Longuet was notoriously pro-German during the war.

THE PREMIER'S ATTITUDE.

Paris, June 26th. Reuter, authoritatively learns that when Mr. Lloyd George's attention was directed to the matter, he immediately instructed that the delegates be no longer detained, subject to their giving certain assurances to which the delegates immediately agreed.

REVISION OF CERTAIN CLAUSES OF THE TREATY.

The Labour Conference unanimously passed a resolution, by Mr. Ramsay MacDonald, urging the speedy admission of Germany into the League of Nations, and the immediate revision by the League of Nations of those clauses in the Treaty which were inconsistent with the conditions upon which the Armistice was concluded.

It also passed a resolution favouring conscription of wealth.

EARLIER CABLES.

TWO FRENCH DELEGATES SENT BACK.

Paris, June 24th. M. Longuet, the Deputy of the Seine, and M. Frossard, Secretary of the Socialist Party, left on Monday to attend the Labour Party Conference at Southport on June 25th.

On arrival at Folkestone they were notified that they would not be permitted to proceed. They therefore returned to Boulogne.

Other French delegates, and Swedish and Italian Delegates were allowed to proceed.

A MOST IMPORTANT MEETING.

London, June 26th. The Labour Party Conference, which opened at Southport, today, is regarded as the most important Conference in the history of the movement.

Mr. Mogul, the Chairman, in an inaugural address, condemned the political strike and urged the British Extremists to give Parliamentary methods a fair chance.

Mr. Henry Williams and Mr. Robert Smillie, representing the Triple Alliance, took exception to the paragraphs in the Executive's report condemning the movement in favour of direct industrial action in order to overthrow the Government's policy, and Mr. Smillie moved that the paragraphs be referred back to the Executive, but, on the appeal of Mr. Arthur Henderson, withdrew his motion, which would be brought up again, in a more formal manner.

LATEST CABLES.

ROBBIE BANDS INFEST GALICIA.

POLAND'S APPEAL TO THE COUNCIL OF FIVE.

Paris, June 26th. Poland has appealed to the Council of Five for permission to use General Haller's army to rid a section of Galicia, between Lemberg and the Ukrainian border, of organized bands bent on plundering the country and murdering and torturing the peasants, making it impossible for the Polish officials to establish order. The Ukrainian Government disclaims responsibility for the robber bands, which make no pretence of belonging to any Government.

Consequently, the use of General Haller's forces against the outlaws is not considered a violation of the Armistice between Poland and the Petlura Government.

POGROMS IN POLAND.

JEWIS DEMONSTRATE IN LONDON.

London, June 26th. Fifty thousand Jews demonstrated in London.

A procession was formed, and at Queen's Hall a service of prayer and mourning was held in memory of the victims of anti-Jewish pogroms in Poland.

RUMANIA AND CZECHO-SLOVAKIA.

ALLIED INTERVENTION.

COPENHAGEN, June 26th. A telegram from Budapest states that the Hungarian Government has telegraphed to the Czechoslovak Army, General Pell, to arrange for the evacuation of Czechoslovakia. Full compensation will be demanded for unlawful damages.

After the evacuation, the Allies will request the Rumanian army to evacuate Hungary under similar conditions.

General Pell has been directed to arrange for a cessation of hostilities by June 24th, and to completely evacuate Czechoslovakia by June 25th. The Hungarian commander, General Von Boehm, has declared his readiness to fulfill the conditions.

HOSTILITIES AT AN END.

As a result of the interchange of communications, hostilities on the Hungarian-Czechoslovak front ceased on June 24th, although the Magyars did not evacuate occupied territory.

MOSCOW.

A RECRUDESCENCE OF STRIKES.

Stockholm, June 25th. Strikes are again ravaging the Moscow district.

HUNGARY.

A COUNTER-REVOLUTIONARY OUTBREAK.

COPENHAGEN, June 25th. A message from Budapest states that a counter-revolutionary outbreak has occurred, in which officers seized a Danube monitor. Others occupied the artillery barracks. The monitor thrice shelled the Soviet building.

The outbreak has been suppressed, and the ringleaders arrested.

EARLIER CABLES.

NEW PEOPLE'S COMMISSARIES.

COPENHAGEN, June 25th. A telegram from Budapest states that the election of the People's Commissaries by the Soviet Executive resulted as follows:—President (governing the Council), M. Alexander Gorbachev; Foreign Affairs, M. Bela Kun; Army, M. Bela Szanto; Interior, M. Landler.

MARSHAL JOFFRE.

DECORATED WITH THE ORDER OF MERIT.

London, June 26th. H.M. the King has invested Marshal Joffre with the Order of Merit.

THE AFGHAN TROUBLE.

VICEROY'S LETTER NOT YET REPLIED TO.

London, June 26th. In the House of Commons, Mr. J.W. Pratt stated that the Amir had, so far, not replied to the Viceroy's letter of June 21st, laying down the final conditions on which the Afghan delegates would be received at Rawalpindi.

EARLIER CABLES.

SCUTTLE OF GERMAN VESSELS.

AN UNCONFIRMED REPORT.

London, June 25th. The Admiralty states there is no confirmation of the report referring to the scuttling of warships in German harbours.

OFFICERS AND MEN UNDER ARREST.

London, June 26th. Admiral Von Reuter has been brought to the camp of Oswestry under arrest. Eight hundred and sixty German officers and men from Scapa have been placed in the adjoining camp, whether they marched singing and whistling. They were hooded by women.

MIDSHIPMAN SAVES FOUR VESSELS.

London, June 26th. A midshipman at Scapa, armed with a rifle, boarded four German destroyers in succession and compelled the crews to close the sea-cocks. The vessels were thus kept afloat till they were beached.

OFFICIAL EXPLANATION.

Paris, June 25th. The Council of Three discussed the scuttling of the German ships in the Scapa Flow fully (to-day), and examined all the facts relative to the proceedings when the armistice was signed.

The following summarizes the official explanation:—The British Admiralty and Government strongly urged the surrender. French military authorities, however, did not consider the surrender absolutely essential for the purpose of the armistice which they very anxiously concluded owing to the very serious daily loss of life on the western front. They considered that the assistance on the surrender might delay the armistice, which in spite of contrary rumours, Marshal Foch desired as keenly as anyone.

WHY INTERNMENT WAS DECIDED UPON.

The American Admiral Benson supported the French view. A compromise was ultimately reached, by which it was provided that the internment would be in a British port.

Great Britain was, obviously, not responsible in connection with the scuttling. British naval authorities and the Government did not suggest that the compromise was the best possible in the circumstances, as they were much impressed by the Franco-American arguments.

NECESSITY FOR MAINTAINING SUFFICIENT TROOPS.

London, June 25th. M. Clemenceau interviewed, emphasized that the sinking of the German ships exemplified the spirit in which the Germans signed the Treaty. It was necessary to retain sufficient troops to ensure strict observance by Germany of the peace conditions, which must be promptly carried out.

FRANCE DETERMINED TO EXACT REPARATION.

Paris, June 25th. Minister Leygues has informed the Naval Committee of the Chamber that he immediately acquainted M. Clemenceau of the destruction of the German Fleet, demanding compensation for the French Navy. He added that the Council of Four was deliberating the question.

M. Leygues said that France was determined to exact from Germany the complete reparation for the violation of the Armistice.

DELIBERATE BREACH OF THE PEACE TERMS.

London, June 26th. M. Clemenceau, in a Note to the German Delegation, said that the sinking of the Fleet in the Scapa Flow was a violation of Articles 23 and 29 of the Armistice, and an act of gross bad faith.

It was open to the Allies to bring before military tribunals the individuals responsible for the destruction.

The Allies were also justified in taking measures to secure reparation for the loss.

Furthermore, the sinking of the fleet was a deliberate breach of the Peace Terms. Consequently, the Allies could take note of these signal acts of bad faith and will exact the necessary reparation when investigations.

A very unfortunate effect on the future operation of the Treaty which the Germans were about to sign, M. Clemenceau asked how Germany could complain of the 15 years' occupation or the postponement of her admission to the League of Nations if she encouraged and permitted such deliberate violations of written engagements.

She could not complain if the Allies fully used the powers conferred on them by the Treaty, particularly Article 429, if she deliberately violated its provisions.

THE FINAL ACT OF THE WAR DRAMA.

A "CURIOUSLY UNIMPRESSIONING" CEREMONY.

The following is a portion of a telegram describing the signing of the Treaty:—A raised dais, where luxurious accommodation was prepared for the chief participants, filled the centre of the chambers.

One end of the apartment was reserved for 400 distinguished spectators, including diplomats, naval and military men and some ladies. The other end was reserved for an equal number of journalists.

The scene was no less brilliant than dignified. The Allied plenipotentiaries assembled first; then the two German plenipotentiaries—Herr Muller, the Foreign Minister, and Herr Bell, the Minister for Communications, who, the others failing, had consented to represent their fallen country in the depressing duty.

The hall was filled to the uttermost when, at 3.3 p.m., M. Clemenceau opened the sitting. The aged French Premier briefly said that the Allied and Associated Governments were agreed on the conditions of peace, the signature of which had been signified by a solemn understanding to abide loyally and faithfully by them.

M. Clemenceau then invited the members of the German republic to sign first. A curious interruption from the German table was the cry, almost a shout, of "Reich," "Reich."

M. Clemenceau corrected himself, and said: "The Germans then immediately rose and affixed their signatures at 3.5 p.m., Herr Bell signing first."

Then, President Wilson and the American Delegation signed. They were followed by Mr. Lloyd George and the British delegation, composed of Mr. Bonar Law, Lord Milner, Mr. G. N. Barnes and Mr. A. J. Balfour. Then the French, Italian and Japanese delegates signed.

All the signatures were affixed by 3.35 p.m. and M. Clemenceau declared the proceedings terminated.

A smile and a sigh of relief ran round the room as the German plenipotentiaries returned to their places after signature, and, at a signal, fountains in the park played and guns were fired.

The British Dominion representatives were accorded seats near the British delegation, who were seated on M. Clemenceau's left.

The Delegations, after signing the main Treaty, which was then sealed, signed the protocol and the Rhine and Polish conventions.

The British Dominion representatives, who signed after the British delegation, included General Smuts, General Botha, Mr. E. S. Montagu and the Maharaja of Bikanir.

The ceremony was curiously unimpressive. The last signature was that of a Czechoslovak. Mr. Clemenceau, President Wilson, and Mr. Lloyd George departed together, hemmed by cheering crowds, while cannon were fired and the hum of numerous aeroplanes added to the general din.

POLAND.

A SIGNIFICANT MESSAGE INTERCEPTED.

London, June 25th. The Supreme Polish Command has informed M. Clemenceau that it has intercepted, in Silesia, a German official telegram, promising Government support to the war, which would be proclaimed in the east, by the Prussian High Commissioners, in Silesia, East Prussia and West Prussia.

The Polish Command has emphasized that, by this, the Germans were already preparing to violate the peace conditions.

THE INTERCEPTED LETTER.

London, June 25th. M. Clemenceau's Note on the subject of Poland quoted the letter intercepted by the Supreme Polish Command, namely:—

Posen, June 21st.—Government will sign. Nevertheless Herr Horning will proclaim for Silesia and Herr Wig for West and East Prussia war against the east. Government will officially declare its opposition, but will unofficially support action by every means. Horning telegraphed today: "Send my large parcel to Breslau."

Herr Horning and Wig are the Commissioners of Silesia and West and East Prussia respectively.

GERMAN AGGRESSION IN SILESIA.

London, June 26th. Reuter learns from a Polish official source that certain German factories in Upper Silesia are incessantly turning out munitions.

The Germans are sending many agents provocateurs to stir up trouble in Silesia.

German troops are ready to seize the rich coalfields of Dabrowa.

The Poles are feverishly preparing to resist them. Women and children are assisting in trench-digging.

WITHDRAWAL OF GERMAN TROOPS.

Paris, June 25th. M. Clemenceau, in a Note to the German delegation, on the subject of German opposition to the establishment of Polish authority in certain territories assigned to Poland by the Peace Treaty, says that the German Government is to be held strictly responsible for the withdrawal of all troops and officials to be indicated by the Allied Commission.

In the event of local disturbances by way of resistance to the Treaty, Germany is informed that no assistance to the insurgents will be allowed to pass the new frontier into Poland.

CANADIAN LABOUR.

"SYMPATHETIC STRIKE CALLED OFF."

WINNIPEG, June 25th. The general sympathetic strike proceeding since May 5th has been called off.

FIGHTING BOLSHEVISM.

PROGRESS IN THE ARCHANGEL SECTOR.

London, June 25th. A communiqué from Archangel, dated June 23rd, states that the enemy, after three fruitless counter-attacks, on June 21st, on our positions on the Dvina, withdrew from Troitska.

The enemy is holding positions around Gorodok, and, with advanced troops, along the banks of the Solomenka River.

Our troops are holding Cheshko, a village eight kilometres south-east of Troitska.

On the left bank, the enemy vacated Yakovlevskoe, four miles south-west of Troitska, but is holding Seleskoe.

The enemy's retreat was so hurried that he abandoned many rifles and much booty.

THE BOARD OF TRADE.

TO UNDERTAKE INSURANCE BUSINESS.

London, June 25th. In the House of Commons, Mr. W. C. Bridgeman introduced a Bill enabling the Board of Trade to undertake insurance business involving exceptional risk with the object of re-establishing overseas trade.

ANOTHER GENERAL ELECTION?

LABOURITES GETTING READY.

London, June 26th. At a conference of Labour Party agents, at Southport, a letter from Mr. Arthur Henderson was read urging them to prepare for a general election.

The Conference has decided to perfect its organisation, and to be ready when an election is sprung upon the country.

ELECTION PROBABLY BEFORE CHRISTMAS.

THE CONSERVATIVES, LIKE THE LABOURITES, ARE TALKING OF AN ELECTION BEFORE CHRISTMAS.

The results of the impending elections at Swansea and Bournemouth, where the Labourites are opposing the Conservatives, will possibly determine the Government's industrial policy.

(Continued on page 6.)

If you can't get me be sorry for yourself

THIS is a warning—and a recommendation! I am only a bottle, but the whisky I contain is scarce. Its quality bears the reputation of 240 years. No other is so rich and delightfully delicate. I am welcomed and esteemed in all good clubs and cultured homes, and wherever people of good taste meet and have fellowship—not for myself, remember. I am only a bottle, but I am famous for the fact that I contain

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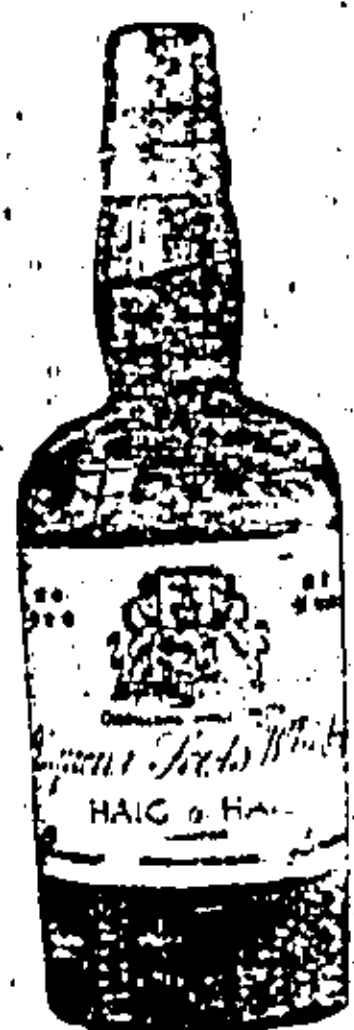
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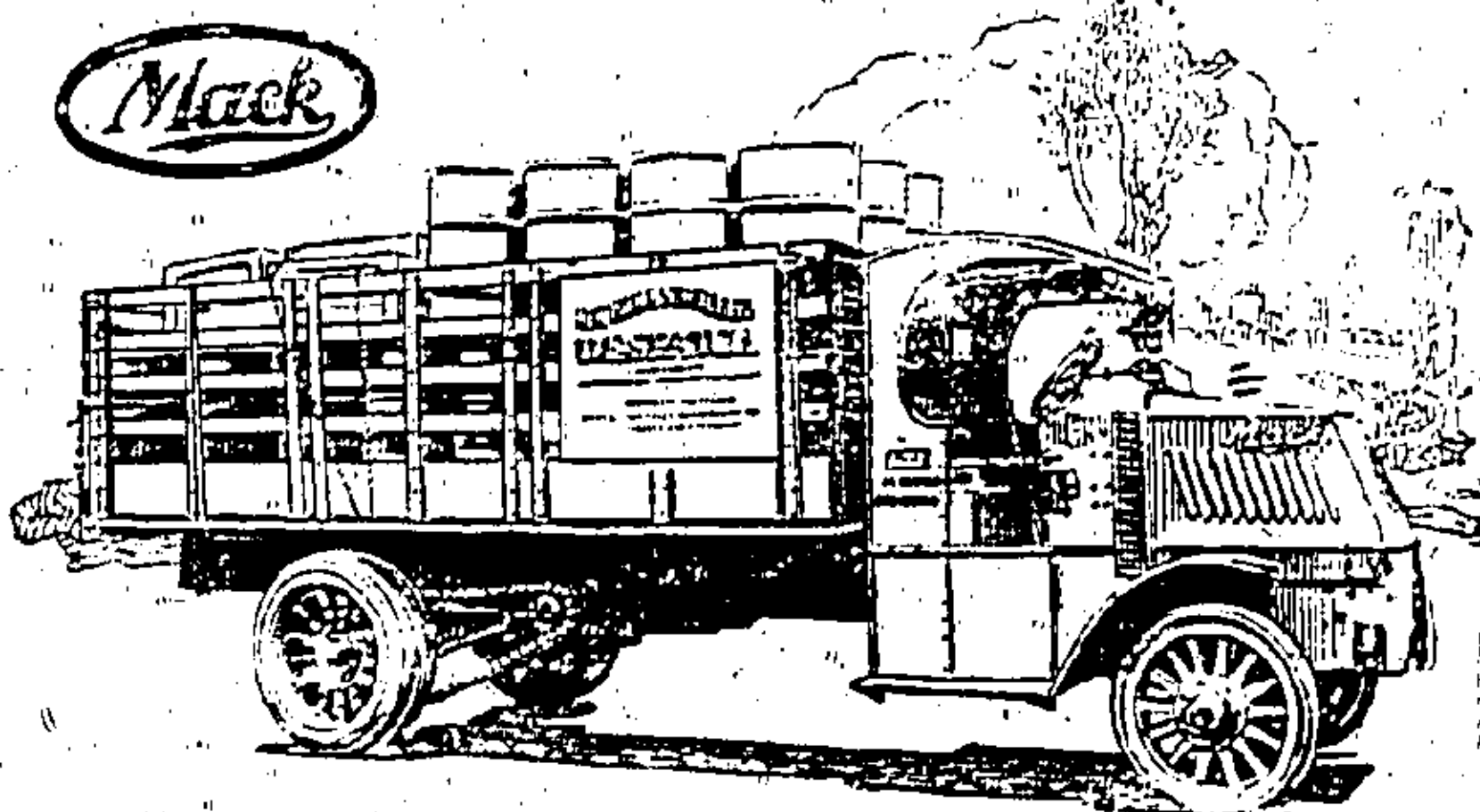


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CABLES.

(Continued from page 3.)

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

NATIONALISATION OF MINES. CONSERVATIVE OPPOSITION.

London, June 26th.

Parliamentary Lobbyists state that Conservative opposition to the nationalisation of mines is growing. There may be a Unionist split, if the Government accept the Sankey report.

THE MINISTRY OF HEALTH. DR. ADDISON APPOINTED FIRST MINISTER.

London, June 26th.

The Ministry of Health was formally constituted by an Order in Council today. Dr. Addison has been appointed First Minister. Heneage, the local Government Board will cease to exist.

Dr. Addison, interviewed, said that the promotion of control of housing would be one of the most important duties of the new Ministry. The housing situation was improving.

As regards public health and maternity and child welfare, centres had been started; also centres for the treatment of venereal disease, of which at least a thousand were needed. Tuberculosis work would be greatly extended.

FOR THE NATION'S CHILDREN

CANADIAN RED CROSS GIFT.

London, June 26th.

The Canadian Red Cross has given two hospitals, with accommodation for between 700 and 800 beds, to be run for the benefit of the nation's children.

INTER-IMPERIAL COMMUNICATIONS.

NEW BOARD BEING ESTABLISHED.

London, June 26th.

In the House of Commons, replying to Mr. J. Macaveigh, Mr. William Bridges stated that an Imperial Investigations Board was being established, in accordance with a resolution passed by the Imperial Conference held in 1918, and any question of improvement of Imperial shipping and communications would be dealt with by that Board.

NELSON PLATE PRESENTED TO THE FLEET.

BY AN ANONYMOUS DONOR.

London, June 26th.

A deputation of the Navy League, headed by the Duke of Somerset, yesterday, handed to Mr. Walter Long, at the Admiralty, certain pieces of the Nelson plate, as a gift to the Fleet from an anonymous donor.

The Duke of Somerset said the plate was used by Nelson aboard the *Victory*, till the day of his death.

The Admiralty selected a number of ships, which prominently participated in the war, to receive the plate.

These include the *Queen Elizabeth*, the *Revenge*, the *Iron Duke*, the *Emperor of India*, the *King George V*, the *Fifth*, the *Orion*, the *Invincible*, the *Lion*, the *Lord Nelson*, the *Birmingham*, the *Sydney* and the auxiliary liner *Argentine*.

The last named was included owing to the gallant fight it put up against the *Cape Trafalgar*.

BELOM.

OSTEND AND SPA CASINOS NOT TO BE RE-OPENED.

BRUSSELS, June 25th.

The Chamber of Deputies rejected, by 51 votes to 41, a Bill allowing the re-opening of the Casinos at Ostend and Spa.

OXFORD UNIVERSITY.

HONOUR TO SIR DAVID BEATTY AND MARSHAL JOFFE.

London, June 25th.

There was an imposing ceremony at Oxford University today, on the occasion of the conferring of the honorary degree of Doctor of Laws on Admiral Sir David Beatty and on Marshal Joffe.

Lord Curzon presided over a very distinguished gathering, which included General Trenchard, Field Marshal Sir Douglas Haig, General Sir Henry Wilson, Admiral Sir Rosslyn Wemyss, Lieutenant General Sir Joshua Monash, and Mr. Charles H. Hooley.

Subsequently, the Freedom of the City was conferred on Admiral Sir David Beatty who said, *inter alia*:

"The Serpentine, although a fiasco, cannot fail to provoke sense of humiliation in the minds of those who nobly strove to acquire the fruits of victory. All hinking people will realise that no part of the blame can be justly attributed to those on whose behalf I receive this great honour."

REPARATION.

BELOM TO RECEIVE PRIORITY.

PARIS, June 25th.

The Council of Four has approved of the granting of priority to Belgium in the reparation payable by Germany, amounting to 24 billion francs.

The Council has confirmed the plan to wipe out Belgium's war debt through the substitution of German bonds for Belgian obligations.

Subject to Parliamentary approval, the four Great Powers will take over the German bonds which Germany had contracted, and hand Belgium, in reimbursement, all sums Belgium was compelled to borrow through the violation of the Treaty of 1839.

CRICKET AT HOME

AUSTRALIANS BADLY DEFEATED.

London, June 25th.

The Gentlemen of England beat the Australians by an innings and 133 runs.

[The Australian Imperial Forces cricketers now touring England comprise:—C. Kellaway, C. T. Docker, E. J. Long, J. M. Taylor, H. L. Collins, J. M. Gregory, G. V. Maidment, W. A. Oldfield, W. L. Trennery, E. A. Bull and G. Love (New South Wales), R. W. Herring, D. Hotchin, A. W. Lampard, C. H. Willis (Victoria), J. T. Murray, C. E. Fellow and W. S. Stirling (South Australia), and J. F. Shepherd (Queensland). Of the above players, only Kellaway has visited England before. He was with the 1900 and 1912 teams and is a very sound player. Indeed, with a defence that was considered extraordinary in 1912, Docker is the fast bowler; Kellaway and Gregory bowl fast medium; Willis medium; Lampard and Trennery slow right; and Collins and Stirling slow left. Long is the wicket-keeper, but both Love and Lampard can act in that capacity. As several of the men—notably Kellaway, Taylor, Fellow and Stirling—have taken part in inter-State matches in Australia, there existed confident expectation that the side would do well.]

A WIN FOR CAMBRIDGE.

London, June 25th.

Cambridge beat Mr. H. D. Leveson Gower's XI by ten wickets.

TERRIBLE TRAGEDY IN

TIENTSIN.

THREE PERSONS KILLED; TWO WOUNDED.

In the early hours of Saturday, Sergeant Juquand, a French non-commissioned officer whose gallantry at the front had been rewarded with the highest honours bestowed, is alleged to have shot and killed instantly two men, and wounded one woman, at a house in the Via Carlotta, in the Italian Concession, and later fatally shot a woman to whom he intended to be married, and attempted to take his own life (says the *Peking & Tientsin Times*, of June 23rd).

The story begins with a dinner-party at Bordes Restaurant on Friday, where two of the parties concerned in the tragedy are employed as instrumentalists.

Dramatis personae: Sergeant Juquand, a Russian lady, known as Mrs. King (the former's fiancée), M. Guindon, the well-known cellist of the Bordes Orchestra, and Mme. Guindon; M. Gizard, a French soldier who has won distinction in the war, now a member of the Bordes Orchestra, in which he plays the violin; and another gentleman, not directly involved in the tragedy. The party passed a very convivial time, and did not repair to the Italian Concession until between 2 and 3 a.m. M. Guindon lives in a house in the Via Carlotta, and Mrs. King had a room on the premises. What transpired there at the outset of the trouble has not been definitely determined. It is suggested that Juquand, who is described as a hyper-sensitive man, had become jealous because of attentions paid to his fiancée, and it is also said that he overheard a conversation of a derogatory nature between certain of the parties in the house. Anyhow, he is alleged to have drawn a fully-loaded revolver and fatally shot M. Guindon and Gizard, and wounded Mme. Guindon, who threw herself before her husband to protect him.

Juquand is known as a dead shot. After the commission of this terrible crime, it is alleged, Juquand, with Mrs. King, departed from the house for the French Barracks. He indicated a letter to Colonel Pasquier, the officer commanding the French Expedition, is reported to have shot Mrs. King, and finally attempted to destroy himself. The bullet entered the temple but was deflected. All the victims were subsequently removed with all speed to the French General Hospital, where Mrs. King died shortly after admission. The other woman was not seriously wounded, and is expected to recover.

THE MAGISTRACY.

IT WAS THE COW'S FAULT.

A Chinese, who has a cow-shed at Tai Hang, charged yesterday, before Mr. R. E. Lindell, with having sold adulterated milk, pleaded that it was the cow's fault, and not his. The cow drank too much water, hence the milk had water in it.

Sanitary Inspector Reynolds said that examination showed that there was 20 per cent. of water in the milk sold by the defendant.

A fine of £5 was imposed.

UNLAWFUL POSSESSION OF ARMS.

A Chinese was charged with being in unlawful possession of two revolvers and 10 rounds of ammunition, which the Police found in his house in Kowloon City.

It was stated that the Police had good reason to believe that the defendant was intimately concerned in a recent armed robbery at Wanchai. There was, however, no evidence of this.

The defendant was sentenced to six months' labour.

STEAMER COOK IN TROUBLE.

For attempting to export three tons of opium the Chinese cook on the steamer *Sunning* was fined \$200, with the alternative of three months' hard labour.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of the receipts for the week ending June 28th is as follows:

	Receipts for week	Aggregate receipts for 26 weeks
This Year	\$18,848	374,250
Last Year	18,069	348,212
Increase	779	26,038

INTIMATIONS

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are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 30th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods, remaining undelivered after July 7th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before July 21st, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, June 30th, 1919. [928]

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Goods not cleared by July 8th, 1919, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on July 8th, 1919, at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 1st, 1919. [935]

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Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oil-carrying Steamer for Marseille and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

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gton; India, B. K. PAUL & Co., Calcutta.

[150]

PITTSBURGH STEEL CO.

Manufacturers of

"PITTSBURGH PERFECT" Galvanized

BARBED WIRE

and other STEEL and WIRE PRODUCTS

[198]

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APOLISTEEL

PILLS

A French Remedy for all Urinary

Affections. It is the best and most

effective remedy for all cases of

Gout, Rheumatism, Gravel, etc.

It is sold in all the leading

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SEEDS OF NEW WARS.

HOW TO DEAL WITH THE
"YELLOW PERIL."

SIR D. HAIG'S WARNING.

Field-Marshal Sir Douglas Haig was on May 14th installed Rector of St. Andrew's University, to which position he was elected in 1918. He was also admitted to the honorary degree of LL.D. In his Rectorial address Sir Douglas Haig said if we were to avoid a repetition of such catastrophes as the war just now ending we must be prepared actively to prevent them, and must know what course to pursue in order to attain our object. For, though for a while they might lie dormant, the passions from which war springs were not yet dead in the hearts of men. The seeds of future conflicts were to be found in every quarter of the globe, only awaiting the right conditions—moral, political, and economic—to burst once more into activity and cover the fields with harvests of armed men. The unequal standards of living and wide difference of civilisation existing to-day in different parts of the globe, the economical pressure which must result therefrom, and the racial and colour antipathies likely to accompany the development of the latter, all forced him to the conclusion that struggles still more terrible were in store for this earth unless wise and decisive action were taken to remove the causes. He would mention a few, and those the more obvious, of the existing possibilities of strife. There was, in the first place, what newspapers and novel writers had made known to the general public under the name of the "Yellow Peril," and thereby, in the interest of sensationalism, had robbed it of its real significance. Yet it needed only a little reflection to understand that this problem was in fact a matter of the utmost seriousness, deserving all the thought that could be given to its solution. He spoke of the work of the Chinese who had been brought to France, and said the Chinese must eventually demand a place in the European labour market, competing with our highly-paid labour and our infinitely higher standards of living. Again, India, with a population of over 300,000,000 souls, was already beginning to turn towards social, industrial, and political development. Such a policy as that advocated by the ex-Kaiser could only result in almost unending strife between the West and the East.

OUR MISSION TO THE WORLD.

The solutions which he (Sir Douglas) would offer for this and other problems which must, unless, give rise to mighty wars was very different from that propounded by the ex-Kaiser. It was different because ideals were different, and for this reason it was that he believed, as thousands of his countrymen believed with him, that the solution of the problem was part of the great mission of the British Empire in the world. In a sentence, he held that this tremendous problem was only capable of solution by giving to all races, however insignificant, what we proudly regarded as British freedom and justice, and thereby, in the course of many years, levelling them up to our own standard of life. Only in this way could international rivalry be brought and confined within limits of peace; only thus could the terrible pressure of economic competition be prevented from driving whole continents into war. It was, he imagined, with something of this idea that an economic and industrial side had been woven into the fabric of the League of Nations. If so, he welcomed it as a step in the right direction, but the League of Nations could never solve us from the mission that was laid upon us as members of the British Empire, to use for the betterment of mankind the unequalled opportunity that God had given us. As a necessary preliminary to the great crusade which he had indicated, we needed the active assistance of a united Church. It was highly necessary that all teachers of every shade of Christian opinion should control themselves as active members of a great national and Imperial Church. To his mind, the Churches had a great and unequalled opportunity, and upon how they used it would depend not merely the future of our race, but the continual existence of that noble type of civilisation which we and our forefathers had laboriously built up. Education, doubtless, had also a large part to perform, but in addition to lay education there must be that idealism which the Church alone could give. Ours was an Empire founded on idealism. If our ideals died, our Empire must perish with them. We had heard much in recent years of the need of levelling up our own peoples. It was still proceeding, and, he hoped, would never cease; but to extend that process to the children of other civilisations was a far more stupendous task, and to accomplish it must take some hundreds of years, during which, he trusted, our own peoples would not be standing still. Yet if we were to strike at the roots of the cancer that made for war, if the great ideal of world peace was ever to be attained, we must take up that task. We must persist in it, thinking not merely for ourselves, but for generations and generations to come. He who thought only for his own time was only half a statesman and but a poor patriot.

MILITARY PRECAUTIONS.

In a tribute to the officers and men of the Army, Sir Douglas said the Regular Officer as a class had made good in the war. He had shown that he was master of his trade and was no mere society flier. He could lead men and was a judge of men. He hoped that one of the good results of the war would be a higher regard for the Army among all classes of the community. "We cannot afford to neglect military precautions," he continued, "for to do so would be to invite war. If the responsibility for

(Continued at foot of next column.)

NAVAL MEN'S PAY INCREASED
AT AN ANNUAL COST OF SIX
MILLIONS STERLING.

The Government have approved the decision of the Board of Admiralty in accepting the recommendations of Admiral Jerram's Committee in regard to the pay, etc., of petty officers, non-commissioned officers, and men of the Royal Navy and Royal Marines, and increases have been sanctioned which will eventually cost £6,148,000 a year.

The scales suggested by the Jerram Committee both for substantive and non-substantive pay were adopted as they stood, and as a result we get the following comparison of pre-war and new rates of weekly emolument for single men under these two headings and those of food and clothing:—

	Pre-war Rates.	New Rates.
A.B. (under 3 years).....	£0 19 3	£2 4 11
A.B. (over 3 years).....	£1 1 1	£2 13 3
P.O. (under 3 years).....	£1 11 8	£3 11 8
P.O. (over 3 years).....	£1 16 6	£4 1 11
C.P.O. (under 3 years).....	£2 3 9	£4 11 0
C.P.O. (over 3 years).....	£2 8 5	£5 1 8

These emoluments are in addition to free medical treatment and service accommodation, and in the case of married men are, of course, increased by the amount of separation and dependants' allowances.

But the report goes a good deal farther than this, and on the questions of pensions and allowances there are many important recommendations. For instance:—

The basic rate of pensions is increased from £1 to £1 10s. The effect of the changes will be roughly, to increase the average pension from about £40 to £70, and the maximum from £60 to about £100, exclusive of the age pension.

Every life pensioner of good character and of the qualifying age is to receive the age pension.

Allowances for long service and good conduct medals and badges to be increased, and the grant on receiving the medal to be £20.

Separation, etc., allowances to continue until December 31st, when the subject will be further considered.

Kit upkeep and leave allowances made permanent, and hospital stoppages not to be reintroduced.

Admiralty to pay National Insurance contributions.

A man's establishment to be moved to the town of his employment within one month of his leaving the Service.

Royal Marines to be placed on Naval pay basis instead of Army rates.

The pensions concessions apply to men now serving and those who have served in the war.

ESTIMATE OF THE COST.

As to the cost, the following is the official estimate:—

The increases in pay herewith announced, based on the numbers of permanent men now in the Fleet, will cost annually.....£3,836,000.

The increases in allowances (increased pay for good conduct badges, increased rate of good conduct gratuity, yearly allowance for good conduct gratuity, increase in "grocery money," increase in non-substantive pay, increase in engine-room artificers' special allowance, cost of National Health Insurance contribution, conveyance of families and furniture on discharge to pension or on being invalided), less certain existing allowances to be merged (viz., re-engaged pay to seaman class, store allowance to Victualling Branch ratings, certain allowances to the Royal Marines now merged in higher pay) will cost annually.....£2,658,000.

The increase in the basic rate for pension, including increase for badges, and the coming of all leading seaman time together with the application of these improvements to pensioners on the roll who have served during the war, will cost:—

In the first instance.....£ 873,000

Eventually.....£2,246,000

The addition of 5d. a day age pension at 35 and 6d. a day at 65 to all life pensioners as from April 1st will cost, over and above the amounts already dispensed by Greenwich Hospital on age and increased age pensions:—

In the first instance.....£ 79,000

Eventually.....£ 407,000

Total annual initial cost, pay, pensions, and allowances, of the present decisions.....£4,447,000

Total annual eventual cost, pay, pensions, and allowances, of the present decisions.....£6,148,000

The additional immediate cost of the increases of pay, etc., for the demobilisable men still in the Navy and for amending the new scales for all concerned to February 1st, is.....£1,040,000.

It will be remembered that earlier in the year the Board of Admiralty authorised an interim increase of pay for officers and men pending the conclusion of the Committee's investigations. These came into force as from February 1st last.

This war rests in any degree upon Great Britain it is because the state of her military preparations made it seem to the foreign observer improbable, if not impossible, that she would venture to take up the challenge which her enemies cast at her feet. All available resources must be prepared and organized in time of peace with the view to their being used if and when occasion requires. The war was the challenge of one Imperial idea to another, and all parts of our Empire fought to secure the triumph of the idea under which they lived. We have won, and if any reading of past history and current events is correct, we have won because our national character is sound. Let us do our utmost to keep it so, and to hand it on to our children. So long as our national character remains unchanged we shall always win in all we undertake. It is the sword and buckler of our Empire.



IMPORTANT NOTICE.

Manufactures the most Important Point is Improvement, and in Dietetics, Cleanliness Science always insists on these Maxims. Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

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Office:—No. 28, Connaught Road West, HONGKONG.

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A Cigar of full flavour and attractive shape, covered with the finest Sumatra Leaf.

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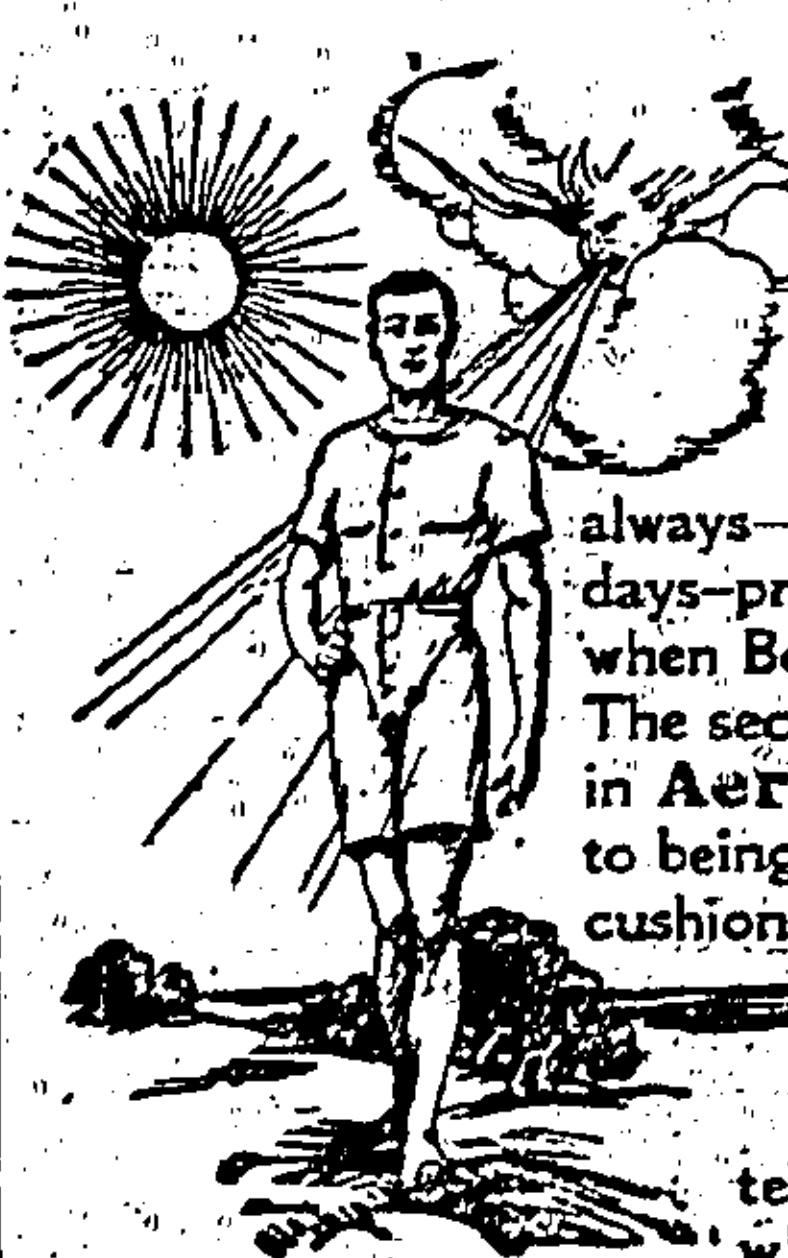
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[58]

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Defies King Sol & Boreas



Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in Aertex Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in Aertex Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.

To be obtained of all
FIRST-CLASS RETAILERS

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"Viyella"

SHIRTS and PYJAMAS are unequalled for comfort, durability, rich appearance, health qualities, and they DO NOT SHRINK.

Good cheap Outfitters everywhere stock them, or will make to measure. Insist on seeing the genuine material with name on selvage or in garment.

It may be better, than write
Wm. J. JOLLiffe & Co. Ltd.,
Importers from the
FOREIGN ENGLAND.



[778]

SHIPPING NEWS

ARRIVALS.

July 1st.

China On, Chinese str., 235 tons, Captain Jorg, from Hoihow, with a general cargo.—Luen Yick.

Hai Phong, Portuguese str., 445 tons, Capt. Nogueira, from Kwong Chow Wan, with a general cargo.—Shun Lee & Co.

July 2nd.

Alcorac, Chinese str., 305 tons, Captain Leung Hing, from Hoihow, with a general cargo.—Chiat On & Co.

Anakusa Maru, Japanese str., 2,336 tons, Capt. Kitano, from Keelung, with a general cargo, including coal.

Chak Sang, British str., 2,338 tons, Capt. Courtney, from Singapore, which port she left on June 28th, with a general cargo.—J. M. & Co.

Danichi Maru, Japanese str., 1,935 tons, Capt. Fakin, from Make, which port she left on June 26th, with a cargo of coal.—M. B. K.

Glenapp, British str., 1,622 tons, Captain Simpson, from Shanghai, which port she left on June 29th, with a general cargo.—J. M. & Co.

Hong Sang, British str., 1,556 tons, Capt. Cumming, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

Jinjo Maru, Japanese str., 1,703 tons, Capt. Yabuyachi, from Wakamatsu, which port she left on June 28th, with a cargo of coal.—M. B. K.

Kaho, Chinese str., 1,058 tons, Capt. Hong, from Canton, with ballast.—Moller & Co.

Kwang Lee, Chinese str., 1,465 tons, Capt. Sangster, from Shanghai, which port she left on June 28th, with a general cargo.—C. M. S. N. Co.

Madras Maru, Japanese str., 3,502 tons, Capt. Mura, from Melbourne, which port she left on May 23rd, with a general cargo.—O.S.K.

Malay Maru, Japanese str., 3,500 tons, Capt. Nishimura, from Moji, which port she left on June 28th, with a general cargo.—O.S.K.

Manila Maru, Japanese str., 9,315 tons, Capt. Kobayashi, from Tacoma, which port she left on May 25th, with a general cargo.—O.S.K.

Mingshan, Chinese str., 866 tons, Captain Kori, from Canton, with ballast.—Sam Yeh & Co.

Quinnelney, American str., 997 tons, Capt. Medina, from Swatow, with a general cargo.—Douglas & Co.

Rangoon Maru, Japanese str., 5,049 tons, Capt. Irie, from Yokohama, which port she left on June 18th, with a cargo of bean, porcelain, matches, etc.—N.Y.K.

Shimbu Maru, Japanese str., 3,265 tons, Capt. Tanaka, from Singapore, which port she left on June 25th, with a general cargo.—N. Y. K.

Sui Yang, British str., 1,981 tons, Capt. Gibb, from Canton, with a general cargo.—B. & S.

Yingehor, British str., 1,916 tons, Capt. Simons, from Shanghai and Swatow, with a general cargo.—B. & S.

PASSENGERS.

ARRIVALS.

Per s.s. *Chak Sang*, on July 2nd:—Messrs. Peterson, Henry Park, Lyson, Lawson and Major W. Widner.

Per s.s. *Anakusa Maru*, on July 2nd:—Mr. H. P. Smith, Mr. R. Konitch, Mr. R. King, Mr. H. I. Boer, Mrs. M. Cruz, Miss J. A. Rozario.

DEPARTURES.

Per s.s. *Idonensis*, on July 1st:—Mr. F. R. Southern, Mr. J. A. Lammers, Capt. H. Brewster, Lieut. T. Horr, Mr. H. Drummond, Mr. J. Miller, Mr. S. J. Taverner, Mr. Jas. Kelly, Sub-Lieut. F. H. Davis, Lieut. G. A. Feilman, Lieut. W. C. Herbert, Messrs. J. Fisher, J. H. Pearson, H. V. Hope, B. R. Judson, H. B. Brown, J. F. Brown, M. L. Volvay, J. Lambert, J. Brooks, B. M. Sutherland, A. E. Gibson, A. Lambert, J. Bussey, J. M. Craig, G. N. Smith, T. Paul, J. Collins, A. Calvert, G. Haley, and P. C. Wilcox.

Per s.s. *China*, on July 2nd:—Mrs. A. Akana, Miss N. Akana, Miss F. Akana, Mr. and Mrs. E. M. Adams, Miss E. Adams, Miss A. Adams, Mr. A. Alarink, Mr. A. Adamson, Mr. and Mrs. L. A. Barton, Mr. F. Bannister, Dr. and Mrs. R. A. Brown, Mr. W. R. Babcock, Miss H. Bigelow, Miss M. Bigelow, Dr. H. L. Cammings, Mr. Williams Chambers, Miss Muriel Chambers, Mrs. C. A. Coburn, Mr. Francis Coburn, Mr. Eloise Coburn, Mr. Earle Coburn, Mr. P. Davis, Mr. H. Dunning, Mr. C. De Cruz, Mr. J. J. Gorman, Mrs. Figueroa, Mr. F. H. Hulthen, Mr. and Mrs. Thomas Lew, Mr. J. Ledebor, Mr. J. M. Lawson, Mr. J. Moore, Mr. J. Mackenzie, Mr. J. O'Connor, Miss L. O'Connell, Mr. Juan Pagaspas, Mr. R. Plageman, Mr. P. M. Poynter, Mrs. N. Ritchie, Miss M. Stewart, Mr. Seth Story, Mr. C. Tilsley.

Miss R. Tipton, Miss P. Tipton, Mr. and Mrs. R. Taylor, Mr. L. P. Tiede, Mr. H. Wilkinson, Mr. and Mrs. M. Wizenbeck, Miss Wizenbeck, Mr. S. Williamson, Mr. A. Harner, Mrs. S. P. Williams, Miss E. Rudy, and Miss S. Rudy.

EXPECTED.

Per s.s. *Trevelan*, on July 4th:—Mrs. A. Roy, Mr. and Mrs. W. J. William, Major and Mrs. E. G. Bird, Lieut.-Col. and Mrs. F. H. Bell, Major and Mrs. Wilkinson, and Lieut.-R. M. Cross.

CLEARANCES.

June 28th.

Bunkoku Maru, for Saigon.

Chip Shing, for Canton.

Chemin, for Tsingtao.

Kushing, for Kobe.

Nai Yang, for Singapore.

Hokuto Maru, for Moji.

Hickup, for Tientsin.

Jade, for Haiphong.

Kaifu Maru, for Keelung.

Nam Kun, for Canton.

Yamaguchi, for Canton.

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P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOTA"	31st Aug.	23rd Sept.	2nd Oct.

FOR
BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	9th July	26th July
"DILWARA"	23rd July	30th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"JAPAN"	22nd July	13th Aug.

FOR
SHANGHAI MOJI KOBE, etc.

S.S.	Leave Hongkong about	Due Shanghai about
"DILWARA"	14th July	SHANGHAI Only.

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22 Des Voeux Road Central HONGKONG.

FOR NEW YORK.
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S.S. "EURYADES"

for NEW YORK via PANAMA, on July 9th.

For Freight and further particulars, apply to—
BUTTERFIELD & SWIRE,
Agents.

KONINKLYKE PAKETVAART
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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP
"VAN WAERWYCK"

will be despatched on July 14th, to
SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—
JAVA-CHINA-JAPAN-LYN,
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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SINGAPORE & COLOMBO ... "HOPKINS" ... Fri. 4th July, Noon.

MANILA ... "YUENSANG" ... Fri. 4th July, 2 p.m.

YOKOHAMA & KOBE ... "CHAKSANG" ... Sat. 5th July, 11 a.m.

STRAITS & CALCUTTA ... "KWAISANG" ... Sat. 5th July, 3 p.m.

SHANGHAI ... "HANGSANG" ... Wed. 8th July, 11 a.m.

SHANGHAI ... "KWONGSANG" ... Thurs. 10th July, 11 a.m.

MANILA ... "LOONGSANG" ... Fri. 11th July, 3 p.m.

CALCUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BOERNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Dato.

TIENSTIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
JARDINE MATHESON & CO., LTD.
Telephone No. 214.
General Managers.

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY
announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver
DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.
RUNNING TIME VANCOUVER TO MONTREAL
93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,
General Agent, Passenger Department.
Hongkong, June 7th, 1919.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"
will be despatched on or about JULY 8th.
for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WES" IRN KNIGHT ... About August 15th.
"ELDRIDGE" ... August 15th.

For PORTLAND direct.
"WEST CELINA" ... About August 15th.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
Fifth Floor, HOTEL MANSIONS.

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YAMASHITA
KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1 ... REGULAR SERVICE FOR
NANYO MARU No. 2 ... FREIGHT BETWEEN
NANYO MARU No. 3 ... HONGKONG, BANGKOK
RODEGAURA MARU ... AND OR
KYODO MARU No. 12 ... SINGAPORE.
TAMON MARU No. 1 ...
ASOSAN MARU ...
CHEIAN MARU ...

FOR PARTICULARS PLEASE APPLY TO—
M. KOBAYASHI,
AGENT,
TOP FLOOR, KING'S BUILDING.
TEL. 140 and 155.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (Kobe).

Branches and Representatives:—
TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOKE, SEEN, PORT SAID, CALLAO, HAVANA,
SINGAPORE, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VIENTIANE,
SHANGHAI AND TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts,
Japan, China, India, Java, North and South America, also to
Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.
For further particulars apply to—
CHU KYOKU TRADING CO.,
M. HASHIMOTO,
General Agents.
Telephone No. 2106.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK via PANAMA CANAL.

S.S. "GAELIC PRINCE"

will be despatched for the above port on July 20th.

For freight and further particulars apply to—
THE BANK LINE, LIMITED,
Agents.

Telephone No. 214.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to REISS & Co., Canton.

General Agents.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SHUYANG"	On 3rd July, Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 6th July, D'light.
SWATOW and BANGKOK	"KANCHOW"	On 8th July, 11 A.M.
SHANGHAI	"TEAN"	On 8th July, Noon.
SHANGHAI	"SUNNING"	On 10th July, Noon.
SHANGHAI and TSINGTAO	"KWANGSE"	On 13th July, D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG" Capt. J. Medina	FRIDAY,	4th July, at 11 A.M.
"HATTAN" Capt. A. H. Stewart	TUESDAY,	8th July, at 1 P.M.
"HAIHONG" Capt. J. W. Evans	SATURDAY,	12th July, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUMMER LINE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "EQUADOR"	July 16th, 1919.
S.S. "COLOMBIA"	Aug. 12th, 1919.
S.S. "VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be overpraised.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN STEAMSHIP CO., Ltd.

For further information rates, itineraries, publications, etc., apply to

COMPANY'S OFFICE in Alexander Building, Chater Road.

Telephone 41

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	21st Aug.	23rd Sept.	2nd Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	9th July	26th July
DILWARA	23th July	13th Aug.

FOR

CALCUTTA VIA STRAITS & RANGOON.

JAPAN	22nd July	13th Aug.
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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Destination
DILWARA	14th July	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DODGINS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Vaux Road Central, HONGKONG.

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N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KATORI MARU (calling Manila)	Sunday, 13th July, at 11 a.m.
SUWA MARU	Tuesday, 5th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU	Friday, 4th July, at Noon.
MISHIMA MARU	Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manilla, Zamboanga, Thursday Island, Townsville & Brisbane.

NIRO MARU	Wednesday, 23rd July, at 11 a.m.
AKI MARU	Wednesday, 20th Aug., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU	Tuesday, 15th July.
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BOMBAY & COLOMBO via Singapore.

SHINBU MARU	Thursday, 3rd July.
TENSHIN MARU	Sunday, 13th July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Thursday, 3rd July, at 10 A.M.
CALCUTTA MARU	Saturday, 16th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 19th July, at 11 a.m.
TANGO MARU	Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHIMBU MARU	Thursday, 3rd July.
INABA MARU	Friday, 11th July, at 11 a.m.
SHINGO MARU	Tuesday, 16th July.
KAMO MARU	Monday, 21st July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 23

H. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 30th.
SIBERIA MARU	20,000	July 29th.
SHINYU MARU	22,000	Aug. 13th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BALBOA, CALLAO, ARIKA and IQUIQUE.

INTERON BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,500	July 14th.
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" .. 22,000	On or about 24th July.
	"PAUL LECAT" .. 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID	"NERA" .. 10,000	On or about 19th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,

Acting Agent,

Queen's Building,

Telephone 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SAIGON MARU" Saturday, 12th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" Sunday, 15th July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" Saturday, 12th July.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" Saturday, 12th July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOBORO MARU" Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" Tuesday, 8th July.

"MANILA MARU" Saturday, 19th July.

HAIPHONG—Three times a Month service.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" Thursday, 3rd July, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" Sunday, 8th July, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING"

"CHINA"

(14,000 tons, American Registry).

(10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"

"CHINA"

Aug. 18th, 1919.

[An unsurpassed high-class passenger service.]

Primer's Building

O. H. BITTER, Freight and Passenger Agent

Los House Street.

Tel. 1542.

